

Editorial

JOURNAL BOX

Now the bright New Year is here, I suppose some of us have made New Year Resolutions.

How about this one for all of us? "I will try and make this Association one we can all be proud of."

After reading Bill Gardner's article on our Association in his November "News Letter", and Mr. Bermingham's letter in "Pop Valve", I wonder which is typical of the Association.

I wonder also, if, in the latter, I have stumbled on one of the reasons why we seem to lose so many members.

Not everyone can immediately "fit in" on his first meeting. One thing we all must do is bend a little. I hope we never reach the stage where we are so full up with our own importance that we cannot give a little to others.

Of course, from Mr. Bermingham's letter, it would seem that some of us have fallen into that trap.

Let us think again of that humble man whose birthday we have so recently celebrated, and the resolution I have given you above.

COVER PHOTO:

One of the three Commonwealth Railways diesels on loan to the Victorian Railways at Albury.

Photo by REX LITTLE

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CREDITS

Editor	Rex Little, P.O. Box 46, Nunawading, Vic. 3131.
Publisher	Jack Treseder.
Art Work	Bill Morehouse.
Cover Design	
Typing	Dot Treseder.
Pringing	Maskell and Blake, Korumburra, Vic. 3950.

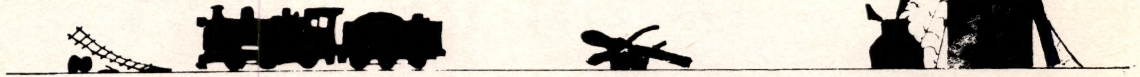
Federal Secretary Norm Read,
3 Augusta Street,
Strathfield, N.S.W. 2135.

Federal Treasurer Keith Robinson,
26 Lilac Street,
Punchbowl, N.S.W. 2196.

Federal Registrar June Dunn,
26 Napoleon Street,
Rosebery, N.S.W. 2018.

Advertising Manager Stuart Westerman,
10 Gardenia Crescent,
Cheltenham, Vic. 3192.

THE SECRETARY'S DESK



Over the years since A.M.R.A. was formed, many people have and are still giving much of that precious commodity, time, to the Association, because they have thought there was a need for such an association to help the Australian Modeller.

Our Standards were introduced, after much consideration and research, to suite the various gauges in operation in Australia.

21 years ago there was not much more than Dublo; Triang; Marklin and some equipment from the States on the market, the number actually modelling local prototype, could have just about filled a bus, manufacturers in this country were few and far between. There is plenty of evidence amongst our records to show any one making anything for the local market was made aware of A.M.R.A. and its standards as guidelines. The market for local equipment has never been large enough and the quality of the goods themselves have been the main factor of their success or not, but surely most modellers would agree some standards are required, especially in a club.

There is a standard for fitting knuckle couplers, but often one sees couplers on a member's rolling stock that are not compatible, let alone with other members' stock. Wheels are a different kettle of fish, but as satisfactory wheels play such an important part in good operation, standards should be considered. Track clearances have also been worked out, so why waste time on trial and error for these when the information exists.

Strange as it may seem to some knowledgeable people, there have been plenty of members of A.M.R.A. who have never heard of N.M.R.A. standards, let alone that worthy organization itself.

Whilst agreeing that N.M.R.A. has been able to have influence amongst manufacturers in the U.S.A. what notice do the large mass production manufacturers in the world, take of such bodies?

"Fellowship", well as the bulk of A.M.R.A. members never get near a branch meeting to have to fork out an extra 20¢ or not, their main contact is through Journal, which I think speaks for itself.

As what happens to members subs, I am sure the Treasurer and the Auditor must feel they are wasting a lot of good modelling time, if no one reads the balance sheet published each year in Journal.

Without a Federal body, there would be at least 5 people who would have much more spare time, but I am willing to bet that there would not be any clubrooms such as NSW and Victoria have at present.

The M.M.R.S. pay considerably more than \$4.00 plus \$1.20 per year for membership and some still can manage to belong to A.M.R.A.

Admittedly the Sydney boys have been running exhibitions for a number of years and own their property now and all they are asked to pay at a meeting is 20¢ for afternoon tea or supper, put on by the Ladies Auxillary and for that

you can drown yourself in tea, cordial or coffee and gorge yourself on cake or biscuits, if you can't afford 20¢ there is always plenty of water in the tap.

It may be pointed out, that it has only been possible in the last three years, that we have been in the position to make any rebates at all and what concern does not make some imposition on late payers? This has only been due to the C.O.M. and the Publishing committee, putting their shoulders to the wheel and not sitting back complaining.

Any team to be successful needs the co-operation of all the players, we should be all part of the A.M.R.A. team if we are to grow and make our influence heard in more places.

Each year State Branches may nominate a member for the Meritorious Award and the C.O.M. has bestowed upon the following members the Meritorious Award for 1972, John Dunn, Federal nomination, Graham Lamour, NSW nomination, and the late John Sneddon, Victorian nomination.

Esperence Yards

In the November 1961, AMRA Journal is an article of mine on Esperence Yards and the head shunt to the goods shed is a jetty. It was a long jetty but only a little beyond the length used by the rail has been kept in repair the rest was demolished.

To get anything under the crane it had to be worked through the centre of the goods shed. Likewise for the old cattle deck on the end of the goods shed, between the shed and crane. As the head shunt length is limited, it was often necessary to have three or

by B. BOYDELL.

four movements to clear the shed line first.

The points for the goods shed line and the line up the side of the goods shed in James Street are both at the side of the throughfare on the foreshore.

Photo No. 1. Is looking towards the jetty and shows the points for the line in James Street alongside the goods shed.

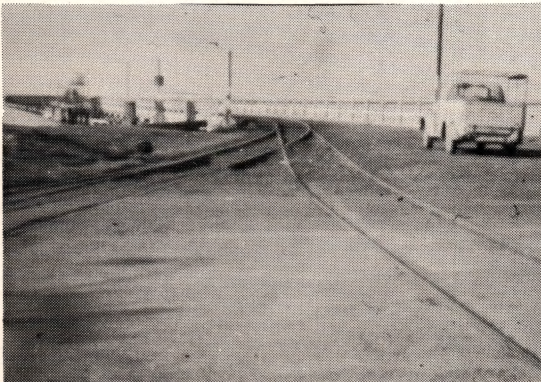


Photo No. 1.

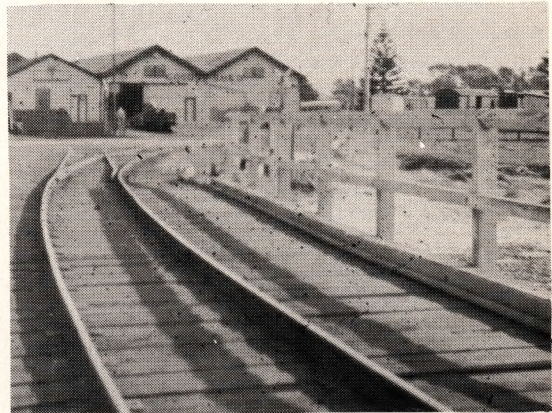


Photo No. 2.

No. 2. Is taken in the opposite direction to No. 1.



Photo No. 3.

No. 3. is in the same direction as No. 2. but further back and shows the points for the line into the goods shed.

No. 4. is the entrance to the goods yards, the line on the right being the line to Norseman and Kalgoorlie (Perth), that on the left runs down Dempster Street to the new jetty, this line also forms part of the turning triangle. The lines here are crossing Dempster Street. The loco shed and goods shed can be seen in the background. Also these points are almost in the street.

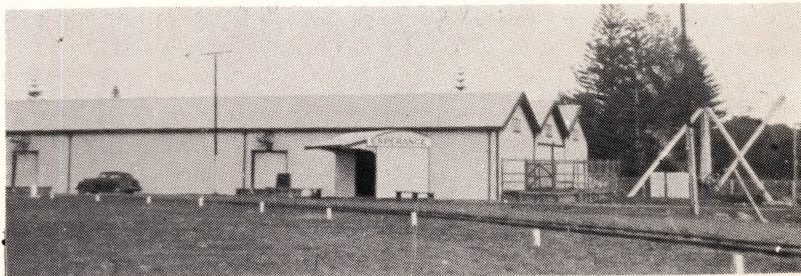


Photo No. 5.



Photo No. 6.

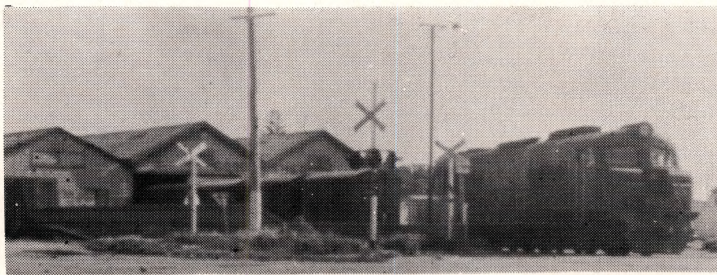


Photo No. 7.

Not many years ago they were in the middle of the street.



Photo No. 4.

No. 5. shows the crane, cattle dock and waiting shed, all of which are now removed. Stock are no longer loaded at Esperance that is now done at Shank Lake (6 miles north) a heavier crane is now installed near the loco shed.

No. 6. is an Xa class working the goods shed and standing on the jetty head shunt. The rails only extend out along the jetty as far as the side hand rails.

No. 7. is the same engine and vehicles as in No. 6. but now half in the goods shed.

TALHIEM VALLEY RAILWAY

Photos by F. GREENWOOD.

by JIM SCOTT.

This layout came into being on my return to Victoria from Tasmania. The numerous narrow gauge railway lines in Tasmania gave me thought to construct a narrow gauge layout in model form. So the Talbiem Valley Layout was conceived.

The baseboard is of normal construction 2" x 1" timber with a 3/8" Pyne-board top. This was for the main terminus of the line. The second board was constructed as the first, but with a 1/4" Pyneboard top, this was to enable a varying contour of landscape to be formed on the second board. The third board which joins No's. 1 and 2 together is again 2" x 1" timber with 3/8" Pyne-board finish.

The original layout consisted of one board 2'6" x 8' another board 3' x 8' with a joining piece of 2' x 3'. This layout in its entirety was exhibited at the 1972 Moomba Exhibition of the A.M.R.A. and it was found that it had several faults. Mainly the track layout was not suitable for Exhibition running, the original Peco crazy track particularly on the curves caused a few derailments and the short wheelbase O-4-0 Locos stopped on the insulated frog of the points when slow running was required. So after the show the main board layout was demolished and rebuilt to the new size of 3' x 8', the track layout redesigned and a new and larger centre piece was built. This new portion of the layout was exhibited at the Victorian Branch A.M.R.A. 2 day Exhibition 26th and 27th August, 1972, and proved successful.

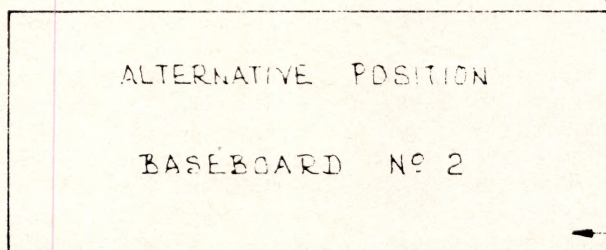
To describe the layout one must try to imagine the rural valleys of Europe particularly Austria, The Talheim Valley layout is a fictional area of mid-Europe

somewhere near Innesbruck. The Locos and rolling stock are of Lilliput manufactures based on actual replicas of the "U" class locomotives as were run on the Zillartall the Murtalbahn, Salzkammergut-Bahn, Steyrtalbahn and the Waldenburgerbahn. So with a locality in mind and rolling stock available, a model railway was built. The No. 1 board has a flat top with a small area of township, the station, goods yard, and the motive power department, and also three private sidings on it. No. 2 board has been built to represent the country area up the valley away from the main station. This contains a small village station with a siding serving local trade and a brick works. On this board the 1/4" Pyneboard has been cut and pushed below track level. The slopes between the various levels have been filled by using a mixture of cork, paper and pollyfilla, suitably sited and painted to represent a gorge, the railway remains level at all times, but the ground rises and falls as naturally as possible. In crossing the gorge we have a box string girder and also a box girder bridge.

On the centre portion of the layout again a valley has been built with a viaduct to bridge the gap. The track layout on this board has been designed to allow the three boards to be built as an end to end layout measuring 19'6" x 3', or it can be erected as an "L" shaped layout 11'6" x 11' x 3', this board also has a reverse loop and a layby siding, at the back of the scenery.

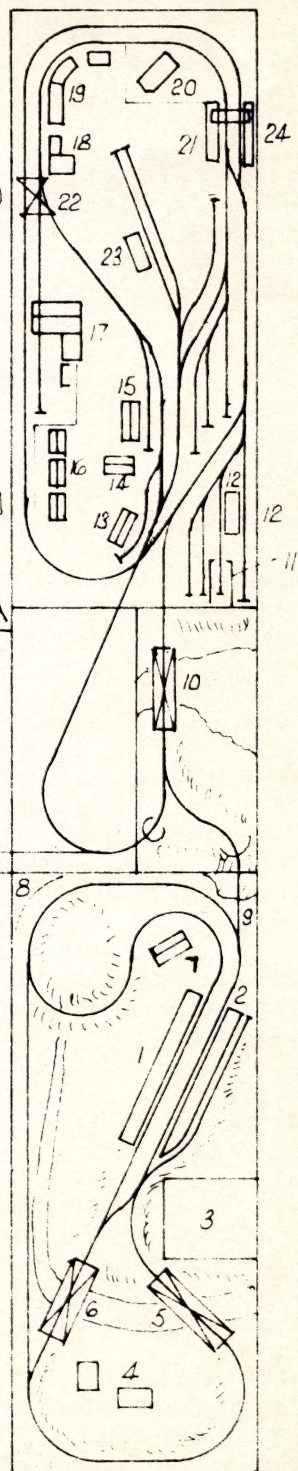
The scenic side has been made up of a mixture of Superquick, Airfix, Pola, Quick and Faller kits - trees and bushes are Britains trees, Herpa and a few others. Track is Peco "N" gauge main

11. ST NIKLAUS ENGINE SHED.
12. COAL STAGE.
13. BREWERY.
14. DAIRY.
15. DAIRY.
16. COTTAGES
17. STONE CRUSHER PLANT.
18. TOWN HALT
19. SHOPS AND HOUSES.
20. ST NIKLAUS CHURCH
21. ST NIKLAUS STATION
22. TOWN HALT LEVEL CROSSING.
23. ST NIKLAUS GOODS SHED AND CRANE
24. FOOTBRIDGE - ST NIKLAUS STATION



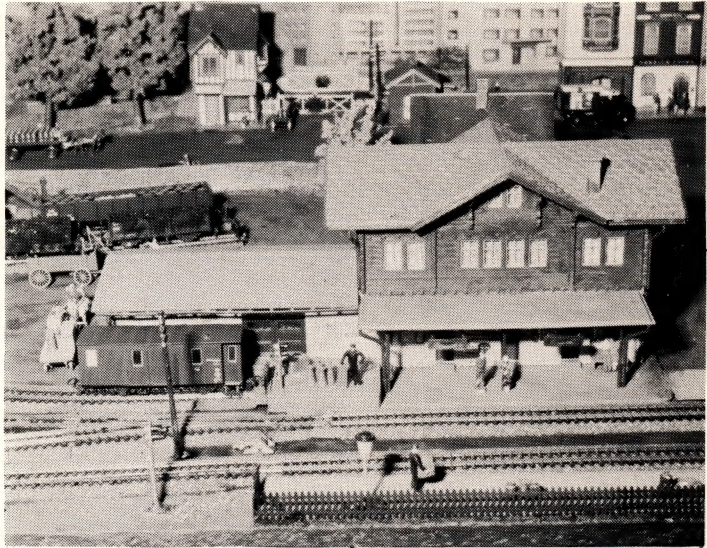
1. HINTERTUPFINGEN STATION DOWN PLATFORM
2. HINTERTUPFINGEN STATION UP PLATFORM
3. BRICK YARD.
4. HINTERTUPFINGEN FARM
5. BOX GIRDER BRIDGE
6. BOW STRING BRIDGE
7. STATION HOTEL
8. VILLAGE.
9. ROAD BRIDGE.
10. UP THE CREEK VIADUCT.

BASEBOARD No 2



line with Graham Farish live frog points. Signaling is "N" gauge Custom line colour light signals. The back scene is Peco HO with Biltzee cut outs. The layout blends itself well with "N" gauge track, HO buildings and the "N" gauge signals. Attention has been given to such details as the siting of shops and houses, street lights and paving, fencing and walls. The goods wagons have their loads, the goods yard has its clutter of timber, oil drums, cases and other articles to make the yard live. Private sidings have their loads associated with the companies concerned. The church yard has its varying gravestones some new, some old, some falling over, the streets have their people, and traffic. All in keeping with the local scene.

Let us take an imaginary journey follow the track layout diagram, and meet me outside the St. Niklaus station. The platforms are at track level and a number of passengers are waiting for their train, let us join them. Stepping through to the platform, we see on our

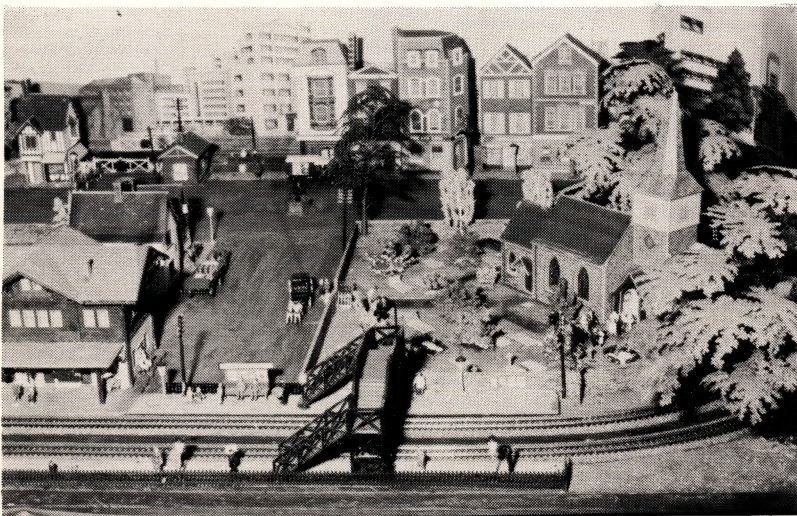


left the footbridge crossing the tracks to the other platform. On our right the railway staff are attending to the luggage and freight in an express car on the parcels siding.

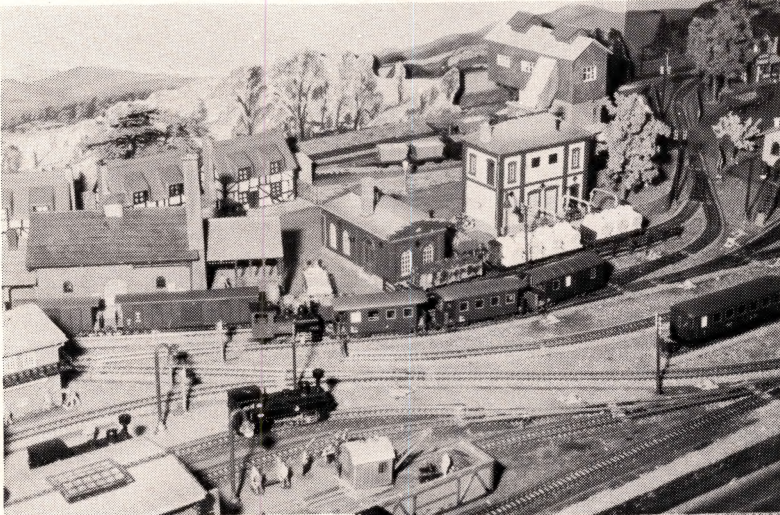
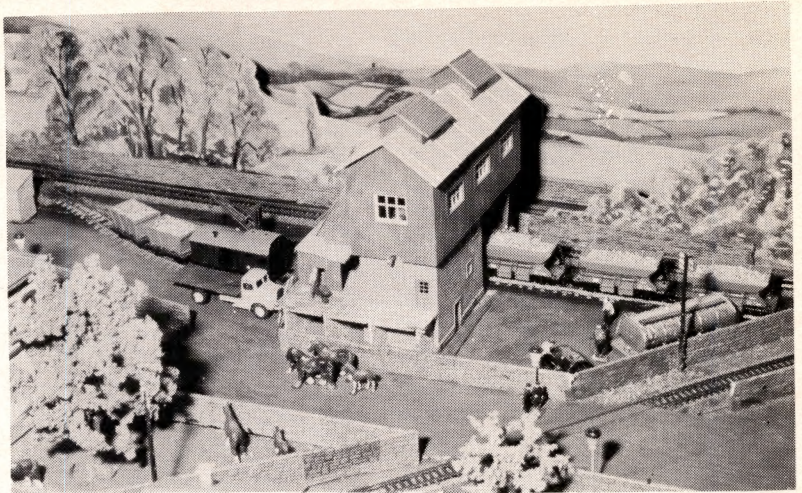
Hearing a whistle we see an O-6-O tank loco approaching with its train of two carriages and guardsvan. Shortly after getting on board we hear the whistle of the loco and we pull away from the station. On our left we pass

the church with its neat array of gravestones, neatly trimmed grass, and there's a wedding group posing in the doorway.

The line curves round at the back of the church, we pass along the backs of some shops and houses and begin to slow down, we finally stop at the "Town Halt". We see on our right the town square and the townspeople moving about their business. On our left we see the church across the road and the station in the distance.



We are off again. The train moves off over the level crossing through a facing point. This leads to the quarry crushing plant that we can just see, then bearing left the train crosses an ungated level crossing over Brewery Road, turns right and we travel along the north side of the station yard. We pass the private sidings on our right, the dairy and the brew-



elled round what is known as the Town Loop. Picking up some more passengers we slowly leave the station behind, and run along the south side of the yard. Just as it seems we are to run into the engine shed yard our little train swings to the right and then to the left and we rattle over the viaduct. We take the left hand branch and with a shrill shriek

ery, both looking busy. On our left we see the goods shed and some sidings with a train of bogie passenger cars and an express car with a "U" class 0-6-0 loco at its head. The train now swings to the right through an orchard, past some old thatch cottages, through a small wood, and we arrive back on No.2 platform on St. Niklaus station having trav-



of its whistle we plunge into a tunnel.

Emerging into the daylight we pass under a road bridge, and come to a halt in the station. This is "Hintertuppfingen". Looking across the platform we see the local siding and below us the brick works. Once again we move off and turning left we rumble across a box girder bridge. Below us we see "Hintertuppfingen" farm nestling in the shelter of the rocky sides of the valley with the stream bubbling past in front. A sharp right hand turn and we move into another tunnel, coming out into daylight we swing right at a junction and pass over a splendid bow string girder bridge. Our signal ahead indicates we will pull into the station after running through a crossover. We come to a halt and looking to our left we see a second platform with its track moving to the left as it leaves the station. In the distance we see the nearby hills, and



just outside the station the old village tavern with the villagers enjoying their ale. With a slight jolt we move off again under a road bridge and into a tunnel, and as we come into daylight we see the viaduct ahead with St. Niklaus yard just beyond, so very shortly our journey ends and we leave our little train.

Back to fact, by referring to the photographs one can see the various scenes described. The viaduct is built from the straight pieces of the Airfix footbridge (two kits required) the supporting column balsa timber and Superquick old stone paper. The box girder bridge is two Airfix kits, and the bowstring bridge is a Pola Quick kit. The churchyard is made from bits and pieces of varying kits leftovers, doors fencing etc.



The electrics are supplied from an ex-battery charger, the

transformer rewound to give 12V, 16V and 20V output at a total of 4 amps. The locos are controlled by two S.C.R. controllers built from circuits published in the Australian Electronics. The control panel has track circuits on it and the various circuits control track sections and signals combined.

Building the layout and exhibiting it has given me much pleasure. Meeting visitors to the exhibitions and listening to their criticism has enlightened me to any inaccuracies. Above all with the patience and help of a person who has had a lot to put up with, namely my wife, this has become a fascinating hobby.

Better model railway electrics

A SPLIT POTENTIAL POWER PACK.

by ALLAN DOWEL.

This is the second of a series written by Allan Dowel based on his experience as electrical engineer with the Melbourne Model Railway Society.

The split potential power pack takes its name from the fact that it is actually a 24V D.C. supply, split in the middle to give 12V+ for trains running in one direction, and 12V- for trains running in the other direction.

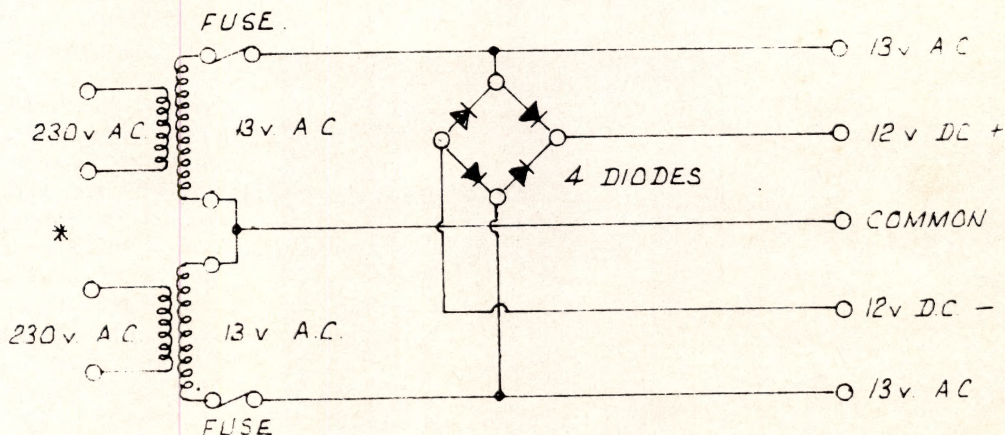
It is usual (but certainly not essential) that this one power pack runs all of the trains and it can supply all

of the 12V A.C. or 12V D.C. accessory circuits (points, signals, relays, lamps etc.) Have a look at the circuit in Figure 4.

To show why I favour a split potential power pack, I will list the main advantages and disadvantages.

ADVANTAGES.

1. Cost. This is one that interests all of us. Whilst the split potential power pack should be a heavy duty type (3 amps. minimum) its cost is less than



* CAN BE ONE TRANSFORMER WITH TWO 13 VOLT SECONDARY WINDINGS.

FIG. 4. CIRCUIT OF A SPLIT POTENTIAL POWER PACK.

two individual 12V power packs. Thus for a layout which runs three trains or more, this is the cheapest source of train power, and the same pack will run all accessories as well. Either the M.M.R.S. or the A.M.R.A. can supply a complete kit of parts for a 5amp kit down to the last nut and bolt for less than \$20, but postage or freight could add quite a lot, as transformers are heavy.

2. Better regulation. Regulation means the ability of a power supply to maintain the same voltage with changing current load. A large power supply is much better in this regard. If you operate a heavy point motor from a small train pack, the train will slow down quite noticeably. This does not happen on a big split potential pack. The 5 amp. pack mentioned above drops only one volt over its full range of 0 - 5 amps.

3. Reversing is made much simpler. As one half of the supply (12+) is used for one direction, and the other half (12-) is used for the other direction, controllers need only a S.P.D.T. (single pole double throw) switch for reversing. This is in lieu of the conventional D.P.D.T. (double pole double throw) switch for most power systems. This

makes the switch cheaper, smaller and simpler to wire. The comparison is shown in Figure 5.

4. One power pack for a whole layout is safe and convenient. 230volt supply is confined to one metal box, and this box can be placed under the layout, say near a power point. My own pack has only about 1 foot of flex and sits on a shelf just above the floor, immediately adjacent to the power point.

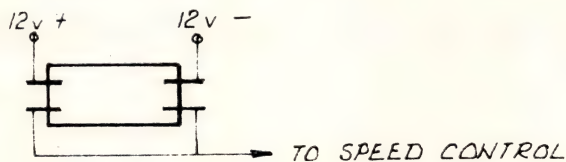
DISADVANTAGES.

The only one that I know of is that you are committed to the Common Return wiring system, which I would not call a disadvantage. (See the first article in this series for why I like Common Return).

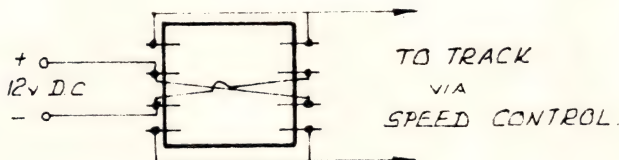
PARTS REQUIRED.

Transformers, 13V, and 3 to 5 amps. 2 Required. (this could be one large transformer with 2 secondary windings each 13V/5A or one secondary winding of 26V/5A tapped in the centre).

Diodes 5A minimum. 4 Required. (20A automotive diodes are as cheap as 5A diodes, so are preferred).



(a) S.P.D.T. SWITCH FOR SPLIT POTENTIAL POWER PACK



(b) D.P.D.T. SWITCH FOR SINGLE POWER PACK

FIG. 5. COMPARISON OF REVERSING TOGGLE SWITCH WIRING.

A conventional full wave copper oxide or selenium rectifier can only be used if it is rated at 24 volts. If this is your choice, then the transformer voltage must be increased to about 2 x 15 volts, and the regulation will not be as good as it is with silicon diodes.

Heat sink kit, comprising 2 aluminium mounting plates, insulators, nuts & bolts. Fuse holders - 2 Req. Fuses 2 5 amp. Req. (they come in packets of 5) Terminals - 5 Req. (1 Red, 1 Black, 1 Blue, 2 Yellow). Flex, Plug, Wire, nuts & bolts, rubber grommet (for flex), solder lugs, solder and labels.

If you look again at Figure 4 you may notice a couple of interesting features. Firstly, the fuses are directly in the output leads from the transformer windings. This is the best place to put them, as the transformers are then protected against overload due to an external fault or failure within the power pack - a short circuited diode for example.

If you study the operation of this pack in converting A.C. to D.C., you will realise that 12V+ comes from both

transformers, one pulse from Transformer 1 for a half cycle, then one pulse from transformer 2 for the other half cycle. If one fuse blows for some reason, then you get pulse power (half power) in both directions on all trains (12V- also gets half its pulse from each transformer, but during opposite half cycles).

The other interesting feature is that current at all times (12V+ or 12V-) is flowing via one diode only, not two as in a conventional pack. Thus, the voltage lost is less in this circuit and the transformer need to supply only 13 volts.

If you are just starting a model railway which will grow to at least three trains running simultaneously, or you are in a quandary about your power supplies in the future, I suggest that you could do a lot worse than adopt a split potential power pack.

You may even find that you can sell two commercial "one train" power packs for the cost of a split potential pack with no more power costs in the future, and much simpler controller requirements.

BEECHWORTH BRANCH LINE

I have been asked to write an article on the Beechworth to Wangaratta branch line. So let's turn the clock back to the late 30's and the immediate post war years and I'll try and describe the "mixed" train to Beechworth as I remember it.

Assuming that we have left Melbourne or some other station down the line, we will start this tale from a point as we approach Wangaratta. Our train at this stage would comprise of two A2 locos, about 6-7 AE and BE carriages, CE guardsvan with a UB louvre bringing up the rear.

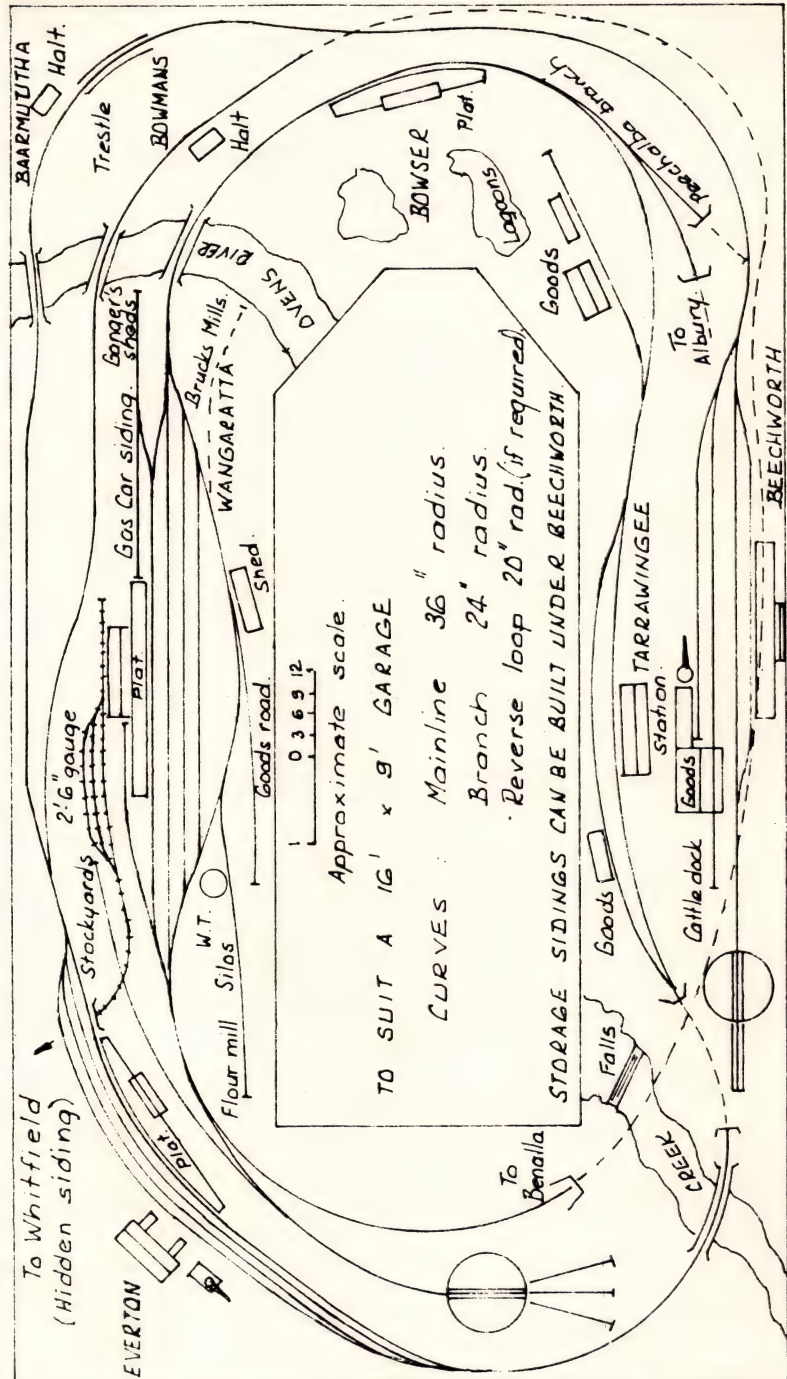
by R. GUTTERIDGE

As we near Wangaratta we notice on our right extensive cattle yards and loading races. There are also empty and loaded, (being saleday) sheep and cattle wagons on the sidings. Next on our right we see a coal stage and the turntable. This turntable has 4 rails instead of the usual two, the reason is that the centre 2 are for the 2'6" gauge loco. As our train rattles over the points we catch a glimpse of flour mills on our left. Glancing back to our right we see transfer operations in progress between

5'3" standard V.R. gauge and the 2'6" narrow gauge.

The A2s are slowing down as we pull alongside the platform and on a board attached to the signal box we read "Change here for Bright, Myrtleford, Beechworth, Yack-andandah, Boorhaman, Peechelba and Whitfield lines". Grabbing our cases etc, we detrain to await the arrival of our branch connection.

As we have to wait 20 minutes while the Melbourne-Albury train is being unloaded, let's have a look over the Wangaratta Yards, etc. We hear a train whistle and see a rake of carriages and vans being shunted backwards by a D3 loco. This train then eases up behind the Albury bound train in the platform, to hasten up loading. Let's browse over the yards. There appears to be a couple of goods trains ready to depart and one usually does for Melbourne after the arrival of the passenger. It could be headed by either a X or N class loco. There are 3 K class locos also shunting about the yards. We notice the little 2-6-2 NA narrow gauge loco and its stock down past the Melbourne end of the platform. At the other end of the platform we see sundry sidings for carriages, Ways and Works department, signals etc. Here on a short bay siding, we see an odd shaped wagon or vehicle. It is half



tank and half carriage and is a special gas car, used to gas carriages using gas lights. There are four passing tracks between the platform and goods

roads. Over the other side of the goods yard we see a very impressive water tower for locos. It stands about 5 storeys high and is brick with recessed windows. On top a steel tank. Hearing the leading A2 whistle we turn around and watch the Albury train depart. As we amble back down the platform we see our train ease up to the centre of the platform.

We hear the porter calling, "Bright and Myrtleford passengers front section of the train and Beechworth Everton to the rear section". Let's take stock of the train we are about to board. The loco is a D3 class (4-6-0), behind it are two ABW carriages, a C class guardsvan, with concertina ends, next is an AB carriage and a L van at the rear. We are going to Beechworth, so we board the AB carriage. When loading has been completed a porter checks our tickets and we are ready to depart. As soon as the signal box gives the right of way, we hear the old familiar cry of "All Aboard", the guard's whistle, then the loco whistle and with a jerk we are mobile.

Out onto the main line our train rattles and over two road crossings, over the Ovens River bridge, we put on a fair turn of speed towards Bowser 3 miles distant. We notice that we cross floodwater flats which are dotted with lagoons.

Bowser, our first stop is only for a few seconds, but we do have time to glimpse the station layout. We notice that Bowser is the real junction with the mainline. It is shaped in the form of a 3 pronged wye. The left hand prong leads out to Boorhaman and Peechelba. With luck we could see an old rail motor standing out on a siding there. There are a couple of long spurs to hold empty stock vehicles for when they are required at Wangaratta. The centre (straight) prong is the mainline to Albury and the right hand prong goes out to Beechworth and Bright

lines. As we clear Bowser we notice that the Bowser goods sidings are along side our branch line.

Our train now takes a more leisurely pace as we meander out over the flat countryside. Real Australian countryside this, with its burnt brown appearance and dusty haze. We see an occasional farmhouse, a field or two of wheat (depending on the time of the year) and several flocks of sheep. Soon we amble into the small station, Londrigan, being a simple loop arrangement with platform and small wooden building on our left and goods on our right. The goods shed is a small wooden building on a wooden platform, it has a round wagon top roof. There are also loading races and a crane. After the postmistress signs for her mail we are on our way. The country doesn't change and soon we pull into Tarrawingee. Tarrawingee is the same type of station as Londrigan.

After we leave Tarrawingee we cross a creek and travel over a swampy flat. Along this section of rails we see several types of culverts. Some are round tin, wooden sleepers are on top of each other, brick and box types. Soon we cross the main Wangaratta-Beechworth road, then a deep brick culvert beside the road and pull up the rise into Everton.

Everton station is where the Bright line branches to the right and carries on up the Ovens Valley. Our train pulls into the platform at Everton. The platform is on our right and the goods shed just off the end of the platform. Those of us who were a wake-up immediately left the station and went to visit "Mine Host". There were 2 houses and 1 hotel besides the station, the main part of the town being 1½ miles distant. However we are more interested in trains so we watch what happens. The train is uncoupled behind the C van and soon departs towards Bright. This leaves the AB

carriage and L van sitting at the platform. A D3 loco with several goods wagons from an adjacent road backs onto the train, making a mixed goods and passenger train. Doors on some of the trucks are opened and goods are hauled out onto the platform and others are loaded. As this is going on we notice that there are 4 tracks here and the 4th track has a crane and stock ramps only. There is a coal stage and a turntable, a water tower on the right of the Bright line, just past the goods shed. Just as loading is being completed the engine driver blows his whistle to warn those with "Mine Host" that he is departing in 5 minutes. Five minutes later we are off on our last 10 miles of the journey.

Taking the left hand branch we cross a crossing and head for the bush. On a steep hill on our left we see several tin buildings, high above our heads. They are the site of a molybdenite mine. After this the engine starts to climb steadily. Through cutting after cutting the engine starts to climb steadily mile after mile. After a mile or two we pass under a wooden road bridge spanning a cutting. About 3 miles from Beechworth we cross a crossing and stop. Looking out the window we see on our right a tin shed with the name Baarmuutha (Bar-Mew-Tha) on it. Some milk cans are dumped here and we move on. Over a rise we cross Three Mile Creek by culvert and across a road by the only steel girder bridge on the road. This piece of right-of-way is high over Fighting Gully on embankments, apart from the bridge etc. Here we enter another cutting and then cross Storey's Crossing and on over the Two Mile Creek. This creek is spanned by a single arch culvert some 30 feet deep. Here you are so high up that you can look down on the tree tops in the creek. We now enter our last cutting. Next we cross a simple trestle between two paddocks and we reach the highest point of our journey. The Engineer whistles

as we are only a mile from town. The train speeds up as it crosses the diggings. Here we see ruined country left by the gold miners, left some 60 to 80 years ago. Crossing 2 crossings we are soon pulling into Beechworth. Beechworth comprises of 3 roads with 2 goods roads on the right, platform carriage dock with cattle ramps, turntable and loco shed on the left. There was no coal stage there then, coaling being done at Everton. The line did continue onto Yackandandah, 14 miles, and the engine went down only twice a week. So our journey has been completed in 2½ hours over 22 miles of track.

On travelling to Wangaratta, the reverse happened. At Everton the Beechworth carriage and van were uncoupled outside the station and the Bright train would back onto it. The whole train then returned to the platform. At Bowser the train waited until the Spirit of Progress passed and when the all clear was given followed it into Wangaratta.

From a modeller's point of view it gives lots to copy. Taking first Wangaratta we can have all types of mainline working. All classes of steam loco from Heavy Harry down to the smaller D3s. Industries such as flour, silos, Brucks Mills etc. Bowser could be the junction with rail motor diving into a hidden siding. The main line could form part of a loop with hidden storage sidings and connect with the other end of Wangaratta. Londrigan and Tarrawingee could be represented by one station only and if we choose Tarrawingee, we could have heavy machinery for use at the gold dredge some miles distant. Everton could have a connection to a mine by or narrow gauge 2' mine cars hauled by cables or better still, a spur with the mine at a lower level. The Bright line could be a reverse loop with a storage siding to hold one 3 car passenger train and one goods train. I would include the

small wayside shed called Baarmuutha with crossing and post and rail fence. then Beechworth would be the terminal station. Here trucks could haul goods for apple orchards, tannery, brewery, gas works, etc. Scenery would follow

the normal course with possibly a farm, river and creeks could be wondering all over the place, bridges and something nobody models, a lagoon. Lots of hills and trees would be in order for background.

Basic Sidings & Goods Train Running

PUBLIC SIDINGS.

by E.G. WATSON.

Introduction.

So far as I personally am concerned the data given in these notes is based on independent research and experiment. While not claiming that the methods are the best, I do claim however that it is workable, and can be demonstrated to be so on my layout. Triang is used throughout so that for other types of track, rolling stock etc., these notes may need adapting.

If these notes are studied and followed, you should be able to install a public siding with ease once the matter of laying the track is taken care of. I will repeat what is written later. If you do not observe the notes under "Track" you might fluke it, more likely you will give up in disgust. UNLESS they are followed, I'd say the chances of success are very slim.

General Description (Proto-type).

In prototype the Public Siding would be set out in a fashion similar to Figure 1. Each space is reserved for a regular consigner and/or consignee of goods in truck loads. The moves

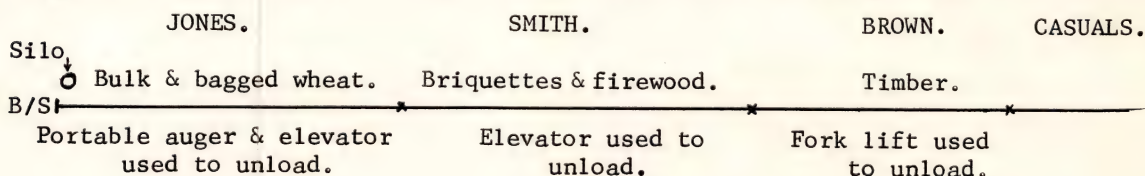


Figure 1.

have been described in my earlier articles commencing with Journal 93 and are not repeated. The interest here is in following prototype and getting the right trucks in the right place.

General Description (Model Railway).

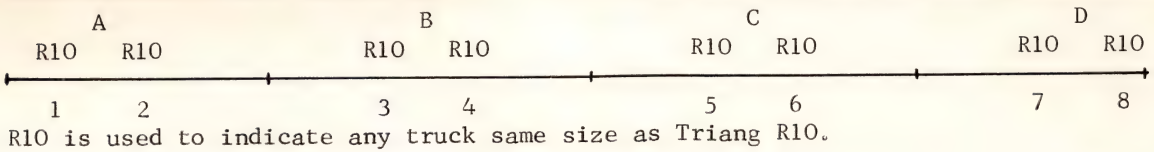
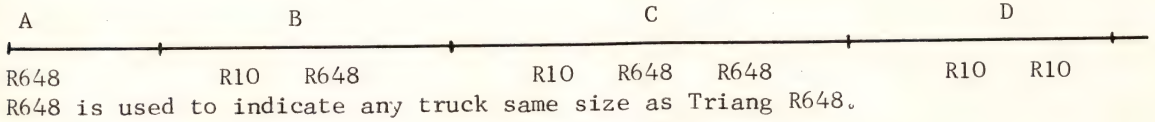
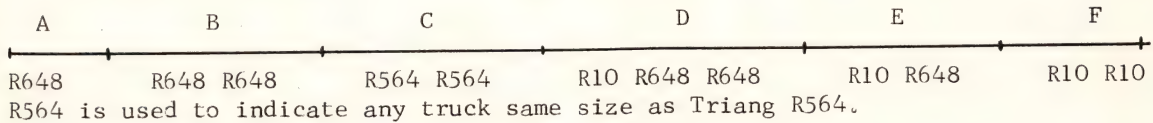
Figure 2. Shows a very simple siding with suitable track, it could be installed in a space in a couple of minutes.

However compared to what can be done it's like running a clockwork train around a circle of track. The principle however might be best for starting with and after some hours of experience try a more developed one.

Figure 3. This varies the number of trucks in each space.

Figure 4. This is the "ultimate", calling for greater concentration and adeptness in marshalling. The notes on R10 ratio will explain why.

The public siding may run off the main line, but if you are running to a time table 2 sidings clear of the main

Figure 2.Figure 3.Figure 4.

line would be best. Although the shunt may need to come out onto the main line this is covered in Basics under Time Occupied by Shunt. Before proceeding to try and install one of these, read and study the following notes on Installation.

Installation.

Before commencing to install the spaces there are two things which must be understood if we are to avoid wasting hours of time.

1. R10 Ratio.

3 R10's coupled = 2 R648's coupled.

5 R10's coupled = 4 R564's coupled.

R648 size includes R649, R214.

R564 size includes R342.

If you have other type trucks check and list the ratio before starting.

Rule 1. The R10 ratio of a space must be maintained at all times.

Rule 1A. If the R10 ratio of a space is not maintained, that space and all spaces further from the buffer stop will be unworkable.

Example. A space holds 4 R10's, 3 R10 may be loaded out and 2 R468's loaded in. If 3 R10's are loaded out and 2 R564's loaded in the position becomes unworkable, as do all those further away from the buffer stops.

2. Couplings.

This is best understood by personal observation. Marshall say - 8 R10's and ease into siding gently against buffer stop (B/S).

Locate the exact centre of a pair of couplings. Place the uncoupler ramp (U/R) between the sleeper spaces on the outside of the track, (1) opposite this centre. This is as far east at the U/R that any block of trucks can be placed. Move the block forward an inch. The couplings will then be in a position to uncouple.

Rule 2. When all spaces are installed and the train eased against buffer stop with all slack taken out of couplings. No pair of couplings may be in an uncoupling position.

Rule 2A. When the block to be uncoupled is in its uncoupling position ONLY that pair of couplings may be in that position.

3. Condition of Plastic Work of Track Used.

Generally the latest black plastic type track is best. The older brown track is the more suspect. It is impossible to do more than generalise on this. To test, assemble a train with the blocks arranged to your requirements. Move into siding, take out slack and place U/Rs alongside track as previously described. Examine track and see if the U/R would fit in that position or within a short distance west (keeping rules 2 and 2A in mind). If a join in the track is preventing this the pieces will have to be arranged or the R10 ratio of the block altered. If it is the plastic form work take a piece of wood same length as siding, mark buffer stop end and mark exact position of the ramp (both ends on it) use this as a rule to select better track. If you have to purchase track take it with you and check the track before purchasing. It's no use buying \$2.00 worth of track and bringing it home and finding it is unusable.

Watson's Law No. 1.

Only pay out money for what you want not what someone else says will do.

The condition of the plastic form work will, if poor, defeat all your efforts. More so if the track all comes from the same batch. Unless at this stage you have track into which the U/R will fit in accordance with Rules 2 and 2A it is USELESS to proceed. Give it away until you can get suitable track - don't curse me because you waste your time and effort.

Perhaps I should have mentioned earlier, to conserve space leave the trucks in each block coupled (they would have to be uncoupled by hand any

way). Leave about 1" between each block in the final uncoupling position. Being ready to proceed, ease the train in as before, take out slack and place U/R in position as before. Place ramp for block closest to B/S in position. Move forward to uncoupling position closest to East end of ramp.

Note. By uncoupling position I mean the position in which the trucks if moved forward, would separate.

Opposite a selected corner of one truck place a marker so that the exact uncoupling position can be readily located at any time. Do this for each block. You may have to re-arrange the markers but with good plastic form work on the track and joints between pieces of track clear of the ramp, you should have no trouble. You may find that owing to leaving a space between each block you lose one R10 about the 3rd or 4th space, but re-arranging the "consist" of the block will overcome this.

Finally fix the markers in position. Use the same corner for each marker. Now you are in business. If you have any queries on Public Sidings or strike any difficulty a note to:

E.G. Watson, 18 Glencannon Crescent Clayton, Victoria, 3168, will bring a prompt reply. State exact nature of problem, distance of each end of U/R to inside base of buffer stop, R10 ratio of block, and catalogue No. of each truck in block. This will enable me to duplicate the situation and work on it. Unless this exact information is given it would be impossible to do so.

BRANCH REPORTS

Would Branch Reporters please have their reports in the hands of the Editor by the end of the first week of the even months.

THE NOTICE BOARD

I am a section of material attached to the wall of a clubroom, in fact a model railway clubroom. I first saw light of day with a fresh coat of paint and then to my horror, I received many stabs of pain as bronze coloured drawing pins were forced into my body to hold in place photographs, plans and general notices for future meetings. My pleasure came when members crowded around me and read with interest the information pinned upon me, and it was then I realised that I was a part of the club. I was in fact the means of communication between the organising committee and the members, and I also realised that the more I received pain from the addition of new notices the larger the number of members became.

It was great as I believed I was a vital part of this busy place. After a while dust started to collect on me, no more did I receive the pain of drawing

by BUNYIP.

pins, and the members, not being able to gain new information, have stopped attending the club. Yes you guessed it, the committee forgot I existed and I was not able to do my bit towards keeping the club going. Apparently they did not want the members to know what was going on. Well for months the doors were not opened except for the occasional visit by some people who looked at the building with great interest and then it happened! Machinery was bolted down and factory production had started. "Hey! This is a Model Railway Club." I tried to tell them as I was repainted and labelled Union News. Well I may be able to help others, but I did prefer to belong to the train boys.

I wonder what went wrong.....

Are you a Modeller?

Do you actually fit into the picture as a person who creates a representation of an object, to scale? Many so called modellers are not modellers in effect, but are enthusiasts who may have a fair knowledge of the subject, but are not active in the practical sense.

In general, there are four types of model railroad enthusiasts.

Firstly there is the "active" modeller who is always helpful to the seeker of information and can always show you something new, or being built and his railroad is in a state of progression.

by DAVE GOSS.

Secondly, there is the "dormant" modeller who, through unforeseen circumstances, has been compelled to put the tools away for the time being, but is always willing to show you his past handiwork. Quite often, he is a modeller of long experience and is always helpful to the beginner.

Thirdly, we come to the "extinct" type, who is no longer a modeller, but an enthusiast, mostly for the full-size railroad and who always enjoys the social aspect which surrounds the hobby. He is definitely an armchair man and

finds his greatest audience amongst others of the like ilk and beginners in the planning stage.

The fourth type of model enthusiast is the man who should be given every assistance by the other types - he is the beginner. The hobby is becoming more widespread each year and keeping in line with the growth are the new developments, especially in the electrical sphere. It appears to the be-

ginner at first glance, that many aspects of the hobby are too complicated, therefore, it is up to the experienced members to encourage and help the beginner over the obstacles. With proper assistance, he will soon become an "active" modeller and be of benefit to the hobby. As he gains experience and knowledge he will also develop confidence and be undoubtably positive in response when asked "Are you a modeller?"



FOR READER'S LETTERS

The Editor,
AMRA Journal,

Dear Sir,

I have just received my membership card with this form (members information sheet) enclosed, and I feel that it is my duty as a member to write and express my views.

I have Maerklin and Tenshodo trains, and am only just a beginner. Some two years ago I joined this Association on the recommendation of a friend, and as early this year I had some time on my hands I decided to participate more in this hobby of "playing trains".

There was a show on at the Camberwell Civic Centre, and along I went wet behind the ears, but willing to learn about setting up my own system etc. Not knowing just how to start, I asked for assistance from members of the Association, and explained that at that time I had been a member for approximately 12 to 24 months. I must admit that I did not speak the native tongue of this society, however I did

expect a lot more friendly welcome and help than what I did get. My first enquiry ended with two members telling me to take my problems elsewhere, as they were far too busy "playing trains" and showing the public their goods etc. than help a fellow member.

I then went to the "Information Centre" and explained my position to the people there. They suggested that I should go along to one of the meetings as this was where I could get more assistance. This I agreed to do.

The meeting I went along to was enough to turn new members away, go and sell their trains etc. and take up another hobby. My first impression, as I arrived at the clubrooms, was that there was no one to greet you and make you feel welcome. Next was, they were too busy getting over their own problems to help a new member. After 20 minutes I had had enough.

I get more information out of Journal, than I would from attending such meetings. After these experiences, and I feel there could be more in store, I

will not assist or participate in the working bees at the Clubrooms, until this "class distinction" or "undertone" is cut out.

L.D. BIRMINGHAM

Dear Sir,

In Journal No. 101 there is a letter from Ern Raddatz to which I must make some reply.

He states "A visit to another branch is just like a visit to another club, there is no feeling of belonging." This is not true and in Journal No. 90 readers can see my feelings on this matter.

During my visits to N.S.W. and Vic. branches early in 1970 I was made most welcome and I experienced the full fellowship of A.M.R.A. I could not have been made more welcome if I had been giving away free locos.

I am 101% behind the idea of AMRA and I cannot see how we can do away with the federal body.

ARTHUR ROBINSON.

Dear Sir,

The popularity of Lima's "Indian Pacific" train set, gives the lie, to those English companies, who have politely persisted and for years refused to manufacture Australian prototype on the grounds that sales would not be sufficient to warrant the expense of tooling up.

The facts are that this particular train was sold out within days, one Hobby Shop reports that repeat orders are in excess of ninety. Lima agents say sales exceeded all expectations, so much so that supplies are exhausted, and those of us desiring this set may have to wait for further shipments.

Apart from a minor fault, but strangely one which was on the original

specifications of the locomotive, it is without doubt the finest set in Australia for some time.

The price here was within anyones' budget and by all accounts running qualities leave little to be desired. My conclusion is that to manufacturers who can give the modeller a quality product at reasonable prices, sales will justify their efforts.

Lima and all those who persuaded them are to be congratulated. It was not just a gamble after all.

PETER ROGERS.

Dear Sir,

May we thank you for the publication of our letter in Journal 100, advising members of the availability of Locomotive kits. While the response was not large, we did gain the impression of intense interest in Victoria, and Queensland prototypes. Accordingly we are progressing with a V.R. D3 in HO scale, and a Q.R. BB18½ in HO3½. For another group of modellers, we are preparing a South Australian Loco of the "Z" class in HO3½ scale.

These projects, along with the NSW R D53 (loco only) ensure a good addition of Australian prototype kits for all Australian Modellers.

We hope to receive all prices and conditions of sale for the above four Loco kits in the February to April 1973 period.

Members interested in these projects are invited to send a stamped S.A.E., with the loco class printed on the back, to us, addressed Locomotive Kits, P.O. Box 176, Matraville, N.S.W. 2036.

We will supply the price, etc., of the kit when it is available.

A. TEMPLEMAN & R. GALLAGHER

Dear Sir,

Although I've been a member a couple of years, I have not made contact with you before. However, I've been in Auckland for a few days on business and, of course, as any avid enthusiast would, checked out all the Model Railway supply stores.

I came across a most interesting collection of the old Hornby-Dublo 3 rail and 2 rail system. There is a complete collection for sale there of, I'd say, every freight and passenger wagon ever made by Hornby-Dublo.

Certainly, there are some collectors items amongst them, including about 6 of the "white roofed light coloured" coaches. (can't remember their correct names, I think L.N.E.R.

They are priced at \$1.00 each!! Others range from 50¢ to \$1.00 and all are in excellent condition.

The contact in Auckland is:

Mr. John Brookes,
Hobby Manager, Martin's Hobbies,
316 Queen Street,
Auckland.
New Zealand.

Best wishes.

A. BRADY.

Dear Sir,

Perhaps Stephen Price with his interest in Tasmania's railway could set my mind at ease over something that has worried me for years.

In 1926-7, yes forty-six years ago, I spent a holiday in Hobart and the station rather fascinated me. All trains traversed a U curve to start their run. Behind the station was a small hill and up its side was a bare track and we were told the station was built and the line laid up the hill where the bare section was. The trains could not go up the grade and the result

was the laying of the rails in the U curve out the other end of the station and around the foot of the hill.

I had just finished travelling daily to school on N.S.W.G.R. Camden tram, with its steep grades and I could not believe anyone would expect a train to pull up this hill in Hobart.

To this day I still wonder if I had my leg pulled. Perhaps Stephen Price knows something about it. No doubt the hill is now built over and the scar covered.

I do not know if they are still available but the Association of Railway Enthusiasts put out some very good colour slides of the Tasmanian Railways Centenary. They are certainly worth having, especially if you are interested in T.G.R.

B. BOYDELL.

Dear Sir,

Issues 97 and 99 of Journal include editorials which criticised, in form, the accuracy of the Australian prototype model locomotives at present on the market. The President's report in issue 100 raised the subject again by defending the right of the editor to criticise the models under the A.M.R.A. constitution. At the time I wrote to the editor, personally and questioned the accuracy of his editorial, and I requested that the letter not be published for reasons that cannot be put in print.

In my view the editorials were inaccurate and thus unfair to certain importers of model locomotives because the editorial listed the locomotives under either goodies or badies, giving no details why. Most students of Australian prototype can look at the goodies and find as many faults as the badies for in most cases each modeller has his strong point of where he requires accuracy. Basically it is impossible to create a working HO scale model in

complete accurate form for track radii, material thickness, motor sizes plus many other technical problems limit true accuracy. It is left to the manufacturer to build the model as close as possible.

Now do not get me wrong, for I am in favour of criticism or review's on model products, and I have observed that reviews on model locomotives in the Australian Model press is nil. Apparently importers/manufacturers are not prepared to give the editorial staffs a free locomotive valued at \$70, and rightly so. Now considering that deficiency exists, would it not be possible for the editor or editorial staff to approach the manufacturers/importer and arrange to preview each model as it becomes available, similar to the system used in British and US magazines? I am sure the trade would assist, for it would give the public a

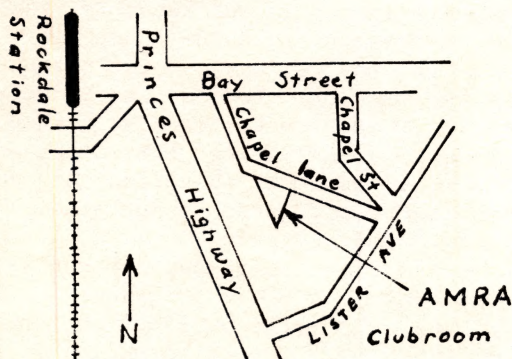
good look at the new model, and providing that a responsible officer conducted the review the trade would welcome the constructive criticism. But, would the editorial staff be prepared to give free publicity, to a model, just to assist its members? I believe it should. I also believe that the editorial should direct the attention of members to model products, on which deposits have been paid, but seem to never eventuate. Or would this damage the advertising potential of a customer? This magazine exists to assist and help members, but I believe this cannot be done unless editorials and comments are explanatory.

In passing I was not aware that time tabling, electrics, and scenery, are not part of modelling Australian prototype. Well maybe I am wrong again and again and again.

BOB GALLAGHER.

Branch Reports

NEW SOUTH WALES.



A new program of activities should be received by members by March, otherwise contact Sec. Allan Brown, phone 50-6720.

The following is the program for February:

Fri. 9th	Modelling clinic.
Sat. 10th	Layout construction.
Sat. 17th	Layout operation.
Fri. 23rd	Layout operation.

QUEENSLAND.

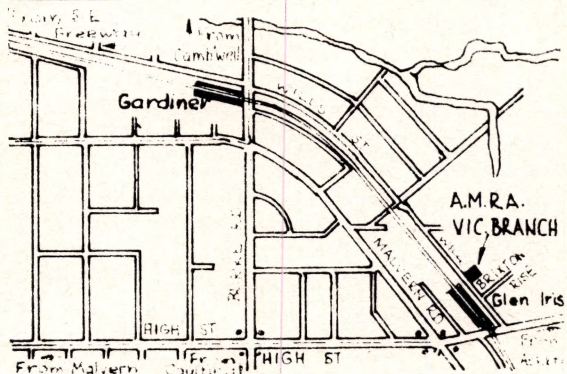
Meetings arranged for the next four months are:

Feb. 22nd.	8 pm. Jim Fainges, 60 Fallon St. Everton Park. "Styrene Modelling."
Mar. 17th.	2 pm. Eric Lyon, 112 Reeve St. Clayfield. "Auction."
Mar. 22nd.	8 pm. Cec Wall, 8 McEwan St. Riverview. "Layout Operation."
Apr. 26th.	8 pm. Arthur Robinson, 142 Northgate Road, Northgate. "Annual General Meeting" & Films".

May 24th. 8 pm. Jim Christie, 32
Wana St. Sunnybank. "HOn3½
Modelling."

ARTHUR ROBINSON.

VICTORIA.



The year 1972 was very successful for the Victorian Branch, with the highlight being the AMRA 21st Birthday Convention which we were privileged to be able to have in our Clubrooms during Easter.

Modelling competitions held throughout the year disclosed considerable previously hidden talent and the "Old-ies" will have to look to their laurels. The Bob Edwards Trophy for the best collection of models from the year's competitions was won by Stuart Westerman, who created a diorama, consisting of wheat silos, V.R.somersault signal, and an ELX open wagon.

The success of our Branch depends on the individual interest of the members, and participation in Club activities will help the Vic. Branch keep its place at the top.

Agenda items for the next three months are as follows:

- Feb. 17th Dinner Dance, to be held in the clubrooms.
- Mar. 8th Setting up the Exhibition at Camberwell Civic Centre.
- Mar. 9th Annual Model Railway Ex- to 12th inc.hibition at the Cemberwell Civic Centre.

Mar. 15th Monthly Meeting. (Note the change of meeting). Talk by Victorian Railway representative. Nominations for the Branch Committee close at this meeting.

Apr. 12th Annual General Meeting and layout running night.

The Exhibition Organiser needs members to staff the Exhibition, and if you have not yet offered your services, please don't hold back and leave it to others. Get your name, with dates and times when you can help, on the Roster Board at the monthly meeting, or advise Bill Bates (phone 88-3162).

JOHN HARRY.

News From Other Clubs

LAKE MACQUARIE LIVE STEAM LOCOMOTIVE SOCIETY.

"Marjorie", an 0-4-0 saddle tank loco, built by Blyde Engineering in 1938 for Lysaughts was recently taken out of service. Rather than see the loco cut up for scrap, the Company offered the loco to our Society as an exhibit at our tracksite. We had much pleasure in accepting this offer and "Marjorie" is now installed at our track and may be seen at any time.

As our name suggests, we run live steam locos of 3½" & 5" gauge. The 3½" track is approx. 1500' in length and the 5" track approx. 1700'. It is situated off the end of Velinda Street, Edgeworth N.S.W. The track is open to the public for free rides on the last Sunday afternoon of each month. Members may be found working on the tracksite every other Sunday.

Visitors welcome.

P.L. LAMB.